

Today's Advertisements.

NOTICE.

\$45,000 to lend upon First
Class Mortgage Security in
large or small Amounts.

Apply—**J. J. FRANCIS,**
4, Des Vieux Road,
Hongkong, 11th May, 1901.

CANTON DISTRICT. LOCAL NOTICE TO MARINERS.

REMOVAL OF HIGH ISLAND
BARRIER,
BLENHEIM PASSAGE.

NOTICE is hereby given that the High
Island Barrier is shortly to be removed.
The Date of discontinuance of the Red and
Green lights which now indicate the passage
through the Barrier will be notified later on;
also what lights or marks, if any, will be put in
their place.

L. A. BYWORTH,
Harbour Master.
Approved,
F. A. MORGAN,
Commissioner of Customs.
Custom House,
Canton, 25th May, 1901.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"ESMERALDA,"
Captain J. McGinty, will be despatched as
above on TUESDAY, the 28th instant, at 5 P.M.
This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 25th May, 1901.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship
Captain E. Fey, will be despatched for the
above ports, on WEDNESDAY, the 29th instant,
at 5 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents,
Hongkong, 25th May, 1901.

IMPERIAL GERMAN MAIL LINE.
STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship
"SACHSEN,"
of the NORDDEUTSCHER LOYD.

Captain H. Supper, due here with the outward
German Mail about WEDNESDAY, the 29th
instant, will leave for the above places about
24 hours after arrival.
NORDDEUTSCHER LOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents,
Hongkong, 25th May, 1901.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"DORIC,"
are hereby notified that their Goods are
at their risk being discharged into Lighters and/or
landed into our Godowns at Wharves and
delivery may be had either from Lighters or
from Godowns upon countersignature of Bills
of Lading.
Goods remaining unclaimed after the 31st
instant, will be subject to rent.
No Fire Insurance has been effected.
GEORGE ECKLEY,
Acting Agent,
Hongkong, 25th May, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., *ex S.S. Arcadia, Arabia*
and *Calcutta*.

From Australia, *ex S.S. Victoria*,
From Persian Gulf, *ex B. I. S. N. and B. I. S. N.*
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary, before
5 P.M. TO-DAY.

Goods not cleared by the 31st instant, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent,
Hongkong, 25th May, 1901.

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no Claims will be recognised.

H. A. RITCHIE,
Superintendent,
Hongkong, 25th May, 1901.

Intimations. EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness with reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [1457b]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

AERATED WATERS IN THE FAR EAST.

OUR NEW FACTORY, facing
the sea at the PRAYA RECLAMATION,
is constructed with every attention
to the best principles that sanitary
science can suggest.

A perfect System of Filtration is
employed guaranteeing Absolute puri-
ty.

The Machinery used is of the Latest
Type.

A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.

The Waters produced are of the
highest class and excellence; as testi-
fied by the best English makers.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 25, 1901.

NOTES AND COMMENTS.

Our Late Queen's Memory.

If a day is to be set aside and kept to all
time as a public holiday in commemoration
of Her Late Most Gracious Majesty, some-
thing more will have to be done than was
done yesterday. There were no official
indications either of mourning or of rejoic-
ing. No flags at Government House or at
Head Quarters. No ships dressed; no
salutes fired; nothing to distinguish the day
from any other day in the week. We were
sorry to note too, that all the principal
stores and places of business were open and
doing business as usual. If this day is to be,
as seems to be the general wish throughout
the Empire, kept sacred to the memory of
Her late Majesty, there will have to be
some definite understanding as to the form
in which the day is to be observed.
Is it to be, as hitherto, a day of
rejoicing, to be celebrated with all possible
pomp and display, or is it to be an occasion
of mourning? Some one must settle that
preliminary question authoritatively. It
seems to us that it ought to be a day of
solemn thanksgiving for all the glories of
the reign; a day to be celebrated as the 4th
of July is celebrated in the United States
of America, although not in precisely the
same form. Each nation has its own fash-
ions in such matters and what is proper and
suitable in America is not necessarily appro-
priate and convenient among Englishmen.
America, on the 4th July, celebrates the
commencement of its independent existence
as a Sovereign State. Englishmen may
well celebrate the birth of the Empire, the
recognition by all the different branches of
the race of the imperial character of the
United Kingdoms and of the Colonies, and
might well associate that celebration with
Her late Majesty's birthday, as it was during
her reign that the Imperial title was first
assumed by any of our sovereigns and that
the movement in favour of the consolidation
of the Mother Country and of her depen-
dencies into one great Empire took form
and life. We hope that before another 24th
May has come round, the prevalent feeling
in favour of the day as a public holiday will
have crystallized into some definite under-
standing as to the spirit in which the
anniversary should be kept and as to the
form in which it is to be observed.

The "Shamrock."

The accident to *Shamrock* the Second
would appear to have been of a very serious
nature.

she had got ashore and was slightly damaged.
We now learn that, caught in a severe squall
she snapped her bowsprit and suffered the
loss of her masts. The loss was of course,
in heavy weather, the almost certain conse-
quence of the damage to her bowsprit. It is
not quite clear at the moment whether there
were two accidents, separated by intervals of
time, or whether the accidents reported are
in fact one and the same. It seems probable
that every effort would be made in the first
instance, as the King was on board, to con-
ceal or minimise the serious nature of the
casualty. If there were two accidents and
not one, then we can only say that *Shamrock*
II is not a lucky boat. His Majesty was
most fortunate in escaping from all the
possible consequences of the wreck and is
be most heartily congratulated. The chances
of Sir Thomas Lipton bringing the America
Cup to our shores this year seem to be very
rapidly diminishing. It is hardly possible
that the needed repairs can be effected in
time to allow the yacht to cross the Atlantic
before August.

The Sublime Porte.

Of all the extraordinary incidents in the
history of the first year of the century surely
the conduct of the Turkish Government in
its attack on the foreign post-offices in Con-
stantinople is likely to figure as the most
extraordinary. They have existed for years.
They are sanctioned by Treaties and Con-
ventions innumerable. They are only one
feature in the regime of exterritoriality which
limits the rights and powers of the Porte in
its own territories. We are told that the
free transmission of letters through these
offices greatly facilitates the action of
the many discontented factions that harass
the government of the Sultan and that much
mischief is thereby caused. We can quite
understand that, and that the entire control
of the correspondence passing into and out
of Constantinople would be of immense
advantage to the Turkish Government but
we can also see that there are, on the other
hand, an infinity of reasons justifying the
Powers in refusing to surrender the post-
offices to the tender mercies of Turkish
officials. We cannot, however, comprehend
how the Sultan and his advisers could
have, for one moment, imagined that
there could be any but one result to a
demand for redress made in the form which
the proclamation actually took. If we were
in the habit of seeing the hand of Russia in
all Eastern complications we should have,
in this particular instance, very fair grounds
for suggesting that the government of the
Tzar had, officiously, a finger in the pie.
The pressure on Russia in the Far East is
at the present moment considerable and
extremely inconvenient. Any little diversion
in the nearer East which drew the atten-
tion of the Powers or any of them from
China and Manchuria would be heartily
welcome. Trouble with Turkey would
be so distinctly to the advantage of the
great Northern Power at the present time
that one is inclined to apply the legal criterion
to the solution of the problem and ask
"Cui Bono?" Russia apparently is the only
power that could derive any benefit from
the incident and its consequences. It is
possible, however, that the Sultan may have
thought that, as all the Powers were so fully
occupied elsewhere, his bluff was safe. If
so he has found his mistake. France, how-
ever, is hardly the country to which prudent
statesmen would have entrusted the opening
of the Dardanelles.

REUTER'S TELEGRAMS.

THE BOER INVASION OF CAPE COLONY.

LONDON, May 22nd.

Commandant Krizinger with 200 followers
has re-entered Cape Colony.

It is stated that the fresh invasion of Cape
Colony is due to the continued British harry-
ing movements in the South of the Orange
River Colony.

THE PORTE AND THE FOREIGN POST OFFICES.

Lord Lansdowne in the House of Lords
said that the Government was determined to
insist upon preparation for the conduct of the
Turkish Officials regarding the foreign Post
Offices.

LATER.

YACHTING ACCIDENT. NARROW ESCAPE OF KING EDWARD.

Sir Thomas Lipton's yacht *Shamrock II*
whilst out for trial in the Solent with King
Edward and her owner on board, was caught
in a squall. The yacht snapped her bows-
prit, and immediately afterwards the top-
mast and steel main mast weighing a couple
of tons collapsed, and fell over the yacht's
side. All on board had a miraculous escape.
King Edward preserved complete composure
during the trying ordeal and returned to
London to-night.

TURKEY AND THE FOREIGN POST OFFICES.

The British warships *Cesar*, *Empress of
India*, and *Gladiator* have been ordered to
Salonica, on account, it is believed, of the
difficulties with the Turkish Postal Authorities.
The difficulty with Turkey in connection
with the foreign Post Offices has been settled.

THE YACHTING ACCIDENT.

Owing to the accident to his yacht *Sham-
rock II*, Sir Thomas Lipton has requested
four week's grace from the New York Yacht
Club in connection with the race for the
America Cup.

WEATHER REPORT.

The Observatory report says:—
On the 24th at 12.15 p.m. the barometer has
fallen slightly in S. China. A depression lies
in the North part of the Sea of Japan and

pressure is also relatively low about the For-
mosa Channel. Gradients slight generally with
variable winds on the China coast, and moder-
ate S. winds in the N. part of the China Sea.
Forecast:—Light S.W. winds; fair.

On the 25th at 11.40 a.m. barometric changes
are slight. Pressure is highest over the N.E.
coast of China, and lowest over the S.E. coast.
Gradients slight for E. winds on the E. coast,
and for S.W. winds on the coast and in the
N. part of the China Sea. Forecast:—Moder-
ate or light S.W. winds; fine at first, showery
later.

LOCAL AND GENERAL.

INWARD parcels by the *s.s. Parramatta* are
ready for delivery.

H.M.S. *Bonaventure* is now on her way here
to await her relief, the *Talbot*.

A GOOD shorthand reporter is wanted, vide
advertisement appearing elsewhere.

H.M.S. *Glory* left for Yokohama this morning.
She is to take the place of H.M.S. *Centurion*
as flagship.

THE Government, we hear, made a very good
thing out of land sales last year. The esti-
mated revenue from this source was \$250,000,
and the amount actually realized was over
\$800,000.

NOTICE.

Our Special Edition is now on sale and may
be obtained on application. Price fifty cents.
Intending purchasers are advised to order
early. See advertisement appearing elsewhere.

WHIT MONDAY.—The Post Office will be
closed on Monday, the 27th inst., except from
8 a.m. to 9 a.m. Correspondence for the Peak
and Kowloon may be posted up to 9 a.m. The
Night Box will be kept open. The Money
Order Office will be entirely closed.

We shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery coolies.

THE Cotton trees near the Cricket Ground are
now in full bearing and the Cricket Ground
and the road in their vicinity, is a mass of
cotton flock and fluffy pieces are blowing
about like a mild snowstorm. It is not a plea-
sant place for ladies to go for an airing just at
present, if they do not want to become prema-
turely grey from the flying cotton.

"It is with the deepest regret," says the *New
Press* of the 21st inst., that we learn of the
proposed retirement of Mr. Byron Brennan,
C.M.G., Consul-General at Shanghai, which
we understand will take effect on the 30th
of next month.

Mr. Byron Brennan joined the service in
1866.

THE Band of the Madras Light Infantry will
play at the Hongkong Hotel this (Saturday),
evening, from 8 p.m. to 9.30 p.m.—
PROGRAMME.

1. March "The Volunteer" Sullivan.
2. Selection "A Breeze" Kappeler.
3. Song "The Silver Pail" Bell.
4. Selection "The Yeoman of the Guard" Sullivan.
5. Waltz "A Summer Night in March" Cellini.
6. Aria "God save the King" Contralto.

It may be noticed that we are publishing a
gazette of interest to the shipping community
generally, giving the names of officers on leave,
promotions, transfers, etc. We imagine it will
be found useful by many shipping people here,
who can see at a glance where their friends are
at the time. We shall be much obliged for
any information from our readers tending to
keep the column up to date.

GOVERNMENT NOTIFICATION.—NO. 303.

The following Telegram from His Britannic
Majesty's Consul-General at Bangkok, dated
the 24th instant, is published:—

"Governor, Hongkong. Vessels from Hongkong should call at
Koh Phai for quarantine."

"Consul General."

By Command,

T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th May, 1901.

WE hear that Inspector McEwan has left the
Naval Yard Police and is to join the Sanitary
Department. His place has been filled by
Sergeant Lawrence, from the Torpedo Depot
at Kowloon. This is a case of very quick
promotion, as Lawrence has only been a couple
of years in the force. Inspector McEwan is
well known in Hongkong as our leading dog-
fancier. He did not confine himself to dogs
either, as his quarters always were the air of
a miniature menagerie. The Naval Yard folk
will doubtless miss him, while the Sanitary
Department may congratulate themselves upon
having obtained a thoroughly good man.

GOVERNMENT NOTIFICATION.

Notice is hereby given that Torpedoes will
be run on the torpedo range at Kowloon daily
from Tuesday, the 28th instant, until further
notice, between the hours of 8 a.m. and 4 p.m.
The range is about 1,000 yards straight out
from the pier.

All ships, junks and other vessels are cau-
tioned to keep clear of the range.

By Command,

T. SERCOMBE SMITH,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th May, 1901.

ONE is always a trifle sceptical of news of a
sensational nature emanating from Vienna,
says a home paper. There must be something
in the air there which makes people go about
always expecting to be startled. The latest
"rumour" is that Count Leo Tolstoy has been
banished from Russia. Vienna does not claim
to be the source of the rumour—the journalistic
honours belong to Warsaw, but Vienna believes
the story. We question it. Pöbendorff is
a terrible fellow, but even he might be supposed
to ask himself what possible good could come
of banishing an aged man, whom he had al-
ready excommunicated. If the story be true,
it is pitiable enough; and can only show how
completely the Tzar is in the hands of his ad-
visers. For Nicholas II. is an enlightened and
human monarch, and would not of himself
take part in the persecution of the greatest
man of letters that Russia has produced. For
the sake of Russia and the aged author himself
we hope the story is but an invention of the
enemy.

To avoid showing in Singapore in opposition
to Harmsen's Circus, the "Warrens," in the
meantime, will tour Java.

WE note that Mr. Cottam's store was closed
yesterday. He evidently thought that the birth-
day of our late Queen should be remembered.

SANITARY BOARD.

A meeting of the Sanitary Board was held
to-day at noon. There present the Hon.
W. H. Chatham, Acting Director of Public
Works, in the chair, Dr. Bell, Acting Principal
Civil Medical Officer; Dr. Clark, Medical
Officer of Health; Lieutenant Colonel Hughes,
R.A.M.C.; Messrs. E. Osborne, Chan A. Fook
and Fung Wah Chun and C. A. Woodcock,
Secretary.

The following minute from Dr. Clark had
been circulated and was laid on the table:—
"I have the honour to report that another
European case of Bubonic Plague has occurred
in Beaconsfield Arcade to-day, this makes a
total of 5 Europeans and three Chinese cases
from this block of buildings and I beg to re-
commend that the Board should consider the
 advisability of closing these premises as unfit
for human habitation during the prevalence of
the present epidemic.

I am inclined to think that the large quantity
of grain and other foodstuffs stored on the
Parade Ground must have attracted a large
number of rats to the neighbourhood and that
these rats have infected the buildings in the
immediate vicinity. A number of dead rats
have been recently found in the City Hall but I
have no information as to whether any have
been found at Murray Barracks.

I attach the necessary certificate. I recom-
mend that a special meeting of the Board
should be called for noon to-morrow to con-
sider this question. 24.5.01. sd. F. W. Clark
M.O.H.

The following minutes were appended:—
1. Col. Hughes—I recommend that Bea-
consfield Arcade be evacuated without delay,
thoroughly disinfected and kept closed until
the subsidence of the epidemic.

Dr. Bell—I agree with the M.O.H.
The Chairman moved that the standing
orders be suspended and then went on to explain
that the meeting had been called to consider
the advisability of carrying out the recommen-
dations contained in Dr. Clark's minute.

Mr. Osborne asked if it was intended to close
the premises altogether or would they only be
closed from sunset to sunrise?

A discussion ensued, some members being
of opinion that it would be hard upon the
inmates to close the premises altogether.
Dr. Bell pointed out the danger to the public
from allowing the carrier on business. The
Beaconsfield Arcade to carry on business. The
whole block was full of plague and should be
shut up entirely. If it was allowed to be used
during the day time for the transaction of
ordinary business, some of the coolies hanging
about would be sure to get plague and to
spread it. With regard to the tailor's shop he
thought that if that was allowed to remain open
and any cases were traced to the clothes made
there, the Board would be blamed.

Mr. Osborne suggested that the back pre-
mises be closed altogether and the whole block
closed from sunset to sunrise. He believed in
drastic measures being taken in extreme cases
but thought it would be hard on the inmates if
the place was closed altogether. If it were
closed from sunset to sunrise he thought that
those who were wise would vacate it altogether
of their own accord. He suggested that it be
closed from sunset to sunrise and that a pro-
vision be made to the effect that in the event of
mortality being caused by plague occurring, the premises
be closed entirely.

On the discussion being continued Dr. Clark
drew the attention of the Board to the fact
that they were by law only empowered to
close the premises altogether and could not
close them for certain specified hours. With
regard to the necessity for the closing of the
tailor's shop he pointed out that the plague
this year had been particularly prevalent
amongst the Chinese sempstresses, thus lead-
ing to the conclusion that the disease was
spread by the contagion conveyed by clothing.
Mr. Osborne then moved.

"That the Board order the premises known
as Beaconsfield Arcade to be closed during the
prevalence of the epidemic of Bubonic Plague
under Section 7 of the Disinfection of Premises
By-laws of Schedule B of Ordinance 13
of 1901.

Dr. Bell seconded and the resolution was
carried unanimously.

The following minute was then laid on the
table:—

Dr. Clark reported—I have the honour to
report that at least five cases of plague have
occurred, since the 20th inst., at Nos. 15, 17
and 19 Peel Street, which are old houses com-
municating directly with each other, and I
attach a certificate recommending that the pre-
mises be closed. The premises are full of
cubicles, partitions, etc., which, although not
illegal, render the premises very insanitary,
and I consider that the owner should be re-
quired to clear out the whole of these accessory
fittings and either burn them, or have them
thoroughly disinfected and exposed to sunlight
and air freely, and that then the Sanitary Board
will be in a position to thoroughly cleanse and
disinfect the place. I have also to report that
at least four cases have occurred at No. 63
Wellington Street, since the 23rd inst., and
that these premises should also be vacated and
I attach the necessary certificate accordingly.

Dr. Bell moved that the premises mentioned
in the minute be closed. Lieut. Colonel Hughes
seconded and the resolution was carried
unanimously.

Mr. Osborne then moved.

"That the Government be asked not to give
permission for Chinese open air performances
during the prevalence of the plague epidemic."
He said that there were several matches
open air theatres now at Yau-ma-tei and he
believed that there were others in the City.
These theatres were frequented by all the
riffraff of the place and he believed that their
presence drew many young people who would
otherwise be either taking an evening stroll or
be safe asleep in their beds. It must happen
that amongst the thousands who flocked to
these performances many either had plague or
were carrying infection in their clothing and he
had no doubt that the disease was spread in
this manner. The Government had prevented
the great influx of Chinese from Canton and
the surrounding districts to the races in order
to prevent the spread of plague by the con-
gregation of large crowds. He thought that
such open air gatherings should be put a stop
to in times of epidemic disease. Besides he
thought that perhaps some of the Chinese
would be brought to understand what plague
really meant if they found their amusements
of this description stopped during the pre-
valence of the disease in an epidemic form.

The Chairman said that he would like to
point out that he was aware of the ex-
istence of one of these large matches
theatres at Yau-ma-tei, that permission for its
erection had been given before the plague
assumed epidemic proportions. Mr. Osborne
would no doubt be glad to learn that the

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 31st May, at Daylight
KANAGAWA MARU	KOBE AND YOKOHAMA	FRIDAY, 7th June, at Daylight
KAGA MARU	VICTORIA, B.C. AND SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI AND YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 14th June, at Daylight
KAGOSHIMA MARU	MOJI, KOBE AND YOKOHAMA	TUESDAY, 18th June, at Noon
SADO MARU	KOBE AND YOKOHAMA	FRIDAY, 21st June, at Daylight
YAWATA MARU	NAGASAKI, KOBE AND YOKOHAMA	FRIDAY, 21st June, at Noon
MIKE MARU	BOMBAY, VIA SINGAPORE AND COLOMBO	FRIDAY, 21st June, at Noon
ROSETTA MARU	SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 25th May, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 4th July, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION,"

HONGKONG and PORTLAND (Or.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELL," will be despatched for PORTLAND (Or.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with, or apply to, ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Agents.

Hongkong, 18th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPILO"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABLO"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.

THE O.S. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st June, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent; from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

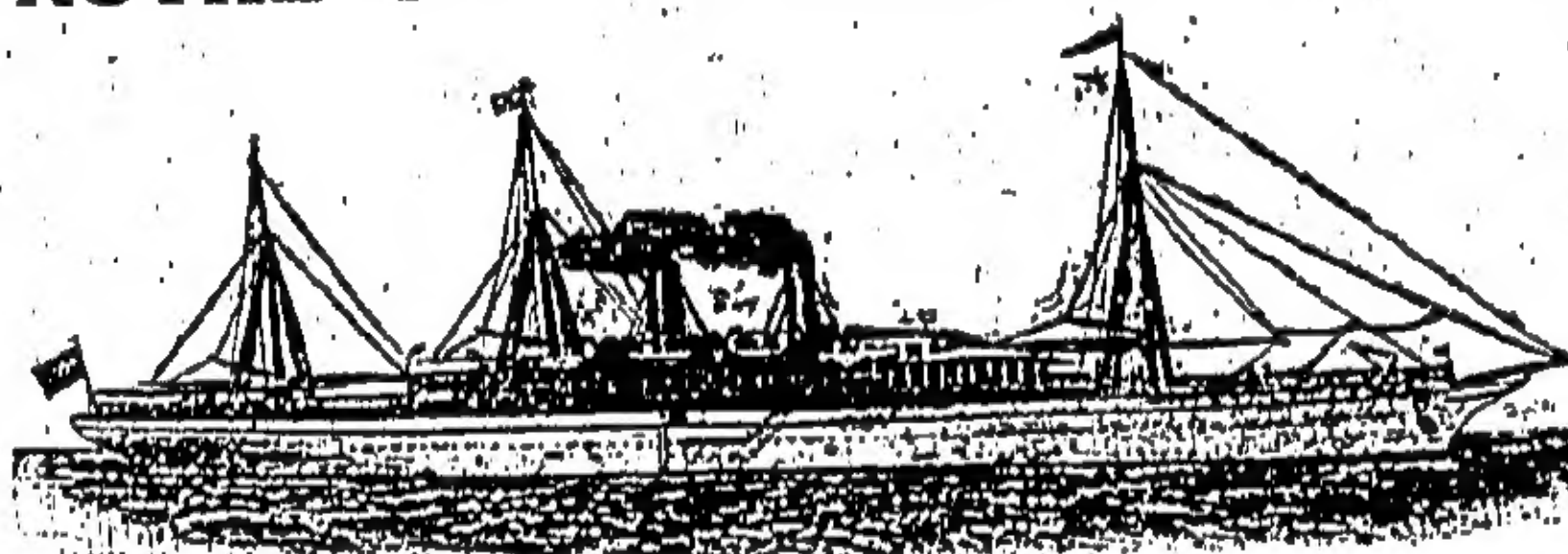
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th May, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 5th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey; and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedler's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA	HAVRE and HAMBURG.	31st May. } Freight.
Forer	(Calling at SINGAPORE and PENANG.)	
WITTENBERG	HAVRE and HAMBURG.	10th June. } Freight.
Hempel	(Calling at SINGAPORE and COLOMBO.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 15th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR.	STEAMERS.	TO SAIL.
HOLOLO and CEBU	"KAIFONG"	28th instant.
AMOI, SINGAPORE, SAMARANG and SOERABAYA	"SHANGTUNG"	29th instant.
SHANGHAI	"WHAMPOA"	29th instant.
TIENSIN	"KWEIYANG"	5th June.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 25th May, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM.	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"FROMETHEUS"	28th May.
"	"GLAUCUS"	11th June.
"	"ALCINOUS"	14th June.

HOMEWARDS.

FOR.	STEAMERS.	TO SAIL.
LONDON	"CALCHAS"	28th May.
"	"DARDANUS"	11th June.
"	"MACHAON"	25th June.
LIVERPOOL (DIRECT)	"FROMETHEUS"	9th July.
(Taking Cargo at LONDON RATES)	"RIPEUS"	6th June.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 20th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI AND KELUNG.

THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched as above on TUESDAY, the 28th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on WEDNESDAY, the 29th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on THURSDAY, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co's Accelerated Line to TRIESTE)

THE Company's Steamship

"MELPOMENE," Captain Matcovich, will be despatched as above on FRIDAY, the 31st instant, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 20th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 5th June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd May, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI," Captain will be despatched as above on or about the 25th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

"ARARA," Captain will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 26th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th May, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Reach, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 4 P.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 25th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

Masonic.

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 27th instant, at 8.30 for 9 P.M. precisely.

Visiting Sir Knights are cordially invited to attend.

Hongkong, 21st May, 1901.

To be Let.

TO LET.

FIRST and SECOND FLOORS of Nos. 1 and 3, WA IN FONG. Bathroom and Gas suitable for married couple.

Apply to C. E. WARREN, 25, Aberdeen Street.

TO LET. NOS. 2 and 5, RICHMOND TERRACE, Immediate Possession.

Apply to LAU CHU PAK, Care of A. S. Watson & Co., Ltd.

TO LET. A HOUSE in RIPON TERRACE. HOUSES at LEIGHTON HILL.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

TO LET. NO. 6, ICE HOUSE LANE and 3 GODOWNS in DUDDELL STREET.

Apply to A. RUMJAHN.

TO LET. GODOWN in DUDDELL STREET from 1st June.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

TO LET. POSSESSION APRIL 1ST. 1, STEWART TERRACE.

Apply to J. W. NOBLE.

Hongkong, 6th March, 1901.

WOODLANDS WEST No. 6, SEV. MOOR ROAD.

Apply to "S.B." C/o This Office.

Hongkong, 15th March, 1901.

the special pleasure of being again in Germany.

and theory more wonderful still, passed
from your ardent young mind into the little
we ever puzzled one of your loving pupil. We
it must meet very soon, a little awkwardly at first,
perhaps, but after a moment talking as if no
of thirty years had ever parted us ; as if
nothing had happened in between ; as if all
it might then have come true . . . well,
it did come true still.

These thoughts came into my head that
morning in the promenade at Cassel, brought
to the surface by the mellow autumn sun and

Written on the envelope a month later:

Yes! Dick, I did love you. I did kiss your
hand and it was I who kept your handkerchief
with your dear blood on it. I have put it be-
side the myrtle to-night. How brave you were,
and how bravely you died. It is too, too sad.
But I am proud of you, Dick.

The Straits Times. EDITOR

powder were treated merely as a softener were used only by the woman whose complexion is hard, marred in some way, or aged, could not merit the thunderous condemnation it does from a vast proportion of the civilised world. For a girl whose face taints are and pretty to desecrate her countenance, such an application is a thousand pities, being that though a good vegetable powder be her choice, instead of an injurious mineral one, its effect is in the nature of things to fill the natural tints; clog the pores, and break the texture of the cuticle.

Mme. Bernhardt's beauty doctor points to his clients, "all and every vestige of make up," be it paint or powder, should be removed every night. No one should try her face to breaking point; therefore no one should use a

her position in no way affected her rights. Her affairs need not necessarily affect the King in any way. There was a time when the Queen was at all intents and purposes in a business partnership with the King upon the throne, and was prescribed by law that she was entitled to a certain proportion—this was, roughly, one-third of the annual sum of money which was paid to the King by subjects in his capacity as a tenant for life of the crown or franchise. This proportion used often to yield very substantial amount, and the revenue which the Queen thus obtained was described as "Queen-Gold." The Queen also formerly derived a revenue from the demesne lands of the Crown. Nowadays, however, all this is absorbed in the royal household. The Queen's consort's purse are settled year by year in a single transaction by a special grant by Parliament.

Such is the peculiar, and in many respects the anomalous, position of Queen Alexandra, and it is not surprising that she should be

...saying remark to his nurse died on the
...y's lips as he noticed that the sentinel there
...were passing did not present arms. The blood
...f his 'panchitious' military face rose hot in
...is checked, but he walked on. When a second
...is sent back to salute, the little fellow went
...to directly up to the man and said: "Do you
...know how I am?" The soldier, who had
...to erect guard?" "Who said that?" asked the
...Then why don't you salute?" "Because we
...on't present arms to an unwashed prince."
...the child was silent; two great tears came
...to his eyes, but he managed to bide them.
...from the soldier. No sound came from the
...surgery next morning at the hour for the bath,
...on which the empress knew that her scheme

will soon be exhausted.
Hongkong, 1st June, 1900

early, for the issue of this interesting souvenir
will soon be exhausted.

ON THE CHINA STATION.

Hongkong, May 25th, 1901.

Arcturion, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.

Arcturion, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.

Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.

Arcturion, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Arcturion, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Arcturion, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.

Arcturion, 1st-class battleship, 13,000 tons, 14 guns, 13,165 i.h.p., Captain G. J. S. Ward, Nagasaki.

Arcturion, 1st-class cruiser, 10,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.

Arcturion, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Arcturion, 1st class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.

5,000 h.p., Commander Sir Bouchier Wrey, Bat., Shanghai.

Titmouse, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns; Lieut.-Comdr. E. A. Baird, Foochow.

Minion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.

Albatross, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Fakenham, Hongkong.

Albatross, 2nd-class cruiser, 5,600 tons, 11 guns,

Indymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns; Capt. G. A. Callaghan, C.B., Wei-hai-wei.
Wick, coast defence gunboat, 353 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, Chinkiang.
Albatross, twin screw, torpedo-destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
Albatross, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Canton.
Albatross, 1st-class battleship, 14,850 tons, 16 guns.

en route Japan.

Albat, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Earl, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Ermine, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. De Cumming, Hongkong.

Harj, twin screw, 1,610 tons, 800 i.h.p., Com. H. J. Davidson, Shanghai.

Earl, 2nd-class cruiser, 5,560 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Handy, torpedo-boat destroyer, in reserve.

Handy, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W.

Isard, 1st-class gunboat, 715 tons, 6 guns,
870 h.p., Lieut.-Comdr. J. C. Watson,
Hongkong.

Ocean, 1st-class battleship, 12,950 tons, 13,500
h.p., 16 guns, Hon. A. C. Curzon Howe,
C.B., C.M.G., A.D.C., Woosung.

Irlando, 1st-class cruiser, 5,600 tons, 12 guns,
8,500 h.p., Capt. J. H. Burke, C.B., Shang-
hai.

Attler, torpedo-boat destroyer, Lieut. and Comd.
C. P. Mansel, Shanghai.

Comdr. W. H. Nicholson, Tientsin.
Argmy, 1st class gunboat, 755 tons, 6 guns,
 1,200 i.h.p., Comdr. J. F. E. Green, Spore.
Argu, twin screw, 2nd-class cruiser, 3,000 tons,
 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,
 Shanghai.
Arlover, 1st class gunboat, 453 tons, 6 guns,
 1,200 i.h.p., Lieut.-Comdr. C. V. de M.
 Cowper, Shanghai.
Arndale, 1st class gunboat, 855 tons, 6 guns,
 1,200 i.h.p., Lieut.-Com. F. F. Corbett,

obin river-gunboat, 2 guns, Lieut.-Comdr. G.
 G. Webster, West River.
 Rosario, sloop, 980 tons, 6 guns, 1,400 l.b.p.,
 Comr. C. Hamilton, en route Singapore.
 Sandpiper, British river-gunboat, 2 guns, Lt.
 Comdr. Carr, West River.
 Snipe, river-gunboat, 85 tons, 2 guns, 140 l.b.p.,
 Lieut. and Commander Oldham, Yangtze.
 Swift, 2nd-class gunboat, 750 tons, 6 guns,
 870 l.b.p., Hongkong.

Comdr. C. F. Denby-Powell, Hongkong.
Amara, receiving ship, 4,600 tons, Commodore
 Powell, C. B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30
 guns, 25,000 i.h.p., Capt. Percy Scott, C. B.,
 Hongkong.
Wood, coast defence gunboat, 36½ tons, 3
 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, Lieut.-
 Comdr. Lyne, Manila.
Whiting, twin screw, torpedo-boat destroyer,

Mackenzie, D.S.O., Shanghai.
Vivern, coast defence ship, 2,750 tons, 4 guns,
 1,000 h.p., Hongkong.
Voodack, river-gunboat, 2 guns, 560 h.p.,
 Lieut.-Comdr. Watson, Kiukiang.
Voodark, river-gunboat, 2 guns, 550 h.p.,
 Lieut.-Comdr. H. E. Hillman, Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35,
6, 37 and 38, first-class; and 3 second-class
boats.

A Mail will close:—
For Canton—Per *Poovan*, to-morrow, the
5th instant, at 9 A.M.
For Swatow, Amoy and Foochow—Per *Hai-
an*, to-morrow, the 26th inst, at 9 A.M.
For Macao—Per *Heungshan*, on Monday,
the 27th instant, at 9 A.M.
For Canton—Per *Hankow*, on Monday, the
27th instant, at 9 A.M.

Monday, the 27th instant, at 9 A.M.
For Bangkok—Per *Taktang*, on Monday, the
7th instant, at 9 A.M.
For Singapore—Per *Caltha*, on Tuesday,
the 28th instant, at 11 A.M.
For Moll. Kobe, Yokohama, Victoria, (B.C.)
and Tacoma—Per *Victoria*, on Tuesday, the
8th instant, at 3 P.M.
For Iloilo and Cebu—Per *Kaisong*, on Tues-
day, the 28th instant, at 4 P.M.
For Manila—Per *Emeralda*, on Tuesday.

For Amoy, Singapore, Samarang and Sourabaya—*Per Shantung*, on Tuesday, the 23th instant, at 5 P.M.
For Singapore, Sourabaya and Samarang—*Per Kulantang*, on Wednesday, the 29th instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—*Per Preussen*, on Wednesday, the 29th instant, at 1 A.M.

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